

REPAIRS ELECTRIC CAR CARE

G. P. O. Man Tells How Trucks Under His Charge Are Treated.

EACH IS INSPECTED AS IT REACHES GARAGE

Chain, Tire, Frame and Battery Conservation Is Described in Interview.

An interesting interview on the care of electric motor trucks is given by Walter R. Metz, of the government printing office in this city, who has under his direction a number of commercial vehicles. Metz has made a study of economy in truck service and considerable information regarding the equipment of cars and method of operation is contained in his remarks. He says:

"One of the first things to pay attention to in the operation of trucks is speed. The average person wants to travel fast and get there quickly, but when it is remembered that city service often means stops in each block and that the total standing time of trucks is considerably more than the running time, the speed becomes of less importance. Rather, put more on your trucks and cut down your standing time, then cut down on the labor and try to speed up to make up the lost time.

"On the heaviest trucks in my office we use three men, and even with these, the standing time, as shown by a service recorder, is practically 50 per cent of total time. A truck, therefore, designed for moderate speed is what is needed, and for this service an electric stands pre-eminent. The trucks carrying moderate loads are also faster on the running gear and tires.

Truck Frame Care.

"Let us consider the truck frame first and its running gear.

"As soon as it is brought into the garage it should be examined for loose nuts, bolts, etc. All grease cups should be carefully examined, as should also the chains and sprockets. Lubrication is worth all the attention given it, and this point alone may determine the practicability of our electric trucks.

"Trucks should not be washed down every night, as is done in some places. This is only a waste of energy, and tends to decrease the life of the painting, to say nothing of rust on the parts you have forgotten to oil. Wash down twice a week is sufficient, excepting, of course, in time of rain and mud.

"Chains should be removed about once a month, and then should be carefully cleaned, and just as carefully oiled. A heavy oil or grease is not good for chains, as it will not get into the bearings. A lubricant made up of light cylinder oil mixed with graphite makes a satisfactory lubricant, and keeps the chain in good condition.

Attention to Tires.

"Tires are often a considerable factor in the expense of running trucks, but they need not be if proper attention is given to sizes, types, etc. For example, I have seen tires that were very resilient, so much so, in fact, that the rubber flattened out to a great extent, and the truck was using up a great part of its power in pushing against the rubber just in front of the actual bearing of the tire on the ground.

"It had the same effect as running uphill all the time. On the other hand, I have seen tires so hard that they were as resilient as a piece of wood, and the owner might almost have used a wooden wheel. The proper size of tire is a matter of great importance. A complete translation of this old code is now being made, and will be published in the near future by the Yale Alumni Association.

Care of Batteries.

"Charging batteries in cars is a comparatively simple operation, but is often done in a slipshod manner. We often see loose ends of cable lying around the floor, and the employee simply picks up one of these, places the plug in the receptacle and goes about his business.

"When the car is fully charged the cable is thrown on the floor and left there, catching dirt and rubbish and, worst of all, water. When I designed our garage, we brought all cables overhead, then dropped the ends down, the free end being long enough to form a loop. To this loop there is attached a counterweight, and the cable, when not in use, is high up and out of the way.

"When the car is to be charged the garage man pulls the end down with a special hook made for the purpose, and after the car is charged and the plug taken out of the car receptacle the counterweight raises the cable out of the way. By counting this method we have been able to keep the floor clear of wires of all kinds, and it can be cleaned with a hose without any danger of ruining the cable.

"In our garage each car has a separate charging device, consisting of a low-current cut-out, which automatically opens the circuit if the current drops to a predetermined minimum; a maximum voltage cut-out to even automatically the circuit when the battery voltage reaches the point at which the cut-out is set to operate; a solenoid switch, and an overload circuit-breaker.

Removing Batteries.

"It is well known that removing batteries from the car is very apt to cause trouble, and transporting the batteries without jar is difficult. This truck is used in connection with platform and is designed to have a height of about one-quarter to one-half an inch less than the height of the platform in the car.

"The truck and platform are run up to the side of the car, the battery is then raised from a horizontal to a vertical position, raising the platform and battery about one inch or more off the ground, but still supported by the truck. It is then pulled to the battery room and the lever lowered, thus lowering the battery to the ground without any jar. The truck is then hauled from under the platform, and used elsewhere. One truck will,

of course, handle a number of cars and their batteries.

Battery Equipment.

"Probably the most important part of a car is its battery equipment, and the owner of a number of cars will be well repaid if he places competent men in charge to look after the detail. Our batteries are looked over every night, and the results have fully justified the trouble, for we have been running now for two years and seven months on the original batteries, and they are in a very good condition today and apparently good for a long time.

"In our garage we aim to give each battery a good overcharge every two weeks, and water the pilot cells just before the overcharge. The batteries do not usually need watering more than once in two weeks. Readings are taken immediately after overcharging, and we attempt to equal this reading each night.

"Readings of both hydrometer and temperature are taken as far as possible every day, the rule being to read twice each night, and special care is taken to compare temperature with gravity. When the temperature increases the hydrometer reading will drop, and it has been found that an increase of 10 degrees F. will result in a decrease of three points in the hydrometer reading. If the results vary from the above, the battery man looks for trouble and remedies it immediately."

ARMY—NAVY.

Army Orders.

Capt. William H. Patterson, 12th Infantry, is detailed as inspector-instructor to the state grade, and will take station at Aurora, Ill.

Maj. Andrew Moses, general staff, is detailed as a member of the board of officers appointed for the purpose of making the annual inspection of the military departments of education, and is detailed as professor of military science and tactics, vice Capt. Howard L. Laubach, general staff, retired.

Naval Orders.

Lieut. (junior grade) J. M. Deem, Lieut. (junior grade) H. H. McCabe, Lieut. (junior grade) E. C. Metz have been commissioned.

Passed Assistant Paymaster G. P. Shamer, from Kearsarge and Kentucky to Wisconsin.

Chief Carpenter F. M. Smith has been commissioned.

Paymaster's Clerk P. K. Jensen, to Ohio.

Marine Corps Orders.

Capt. W. H. Pritchett, from Marine barracks, Mare Island, to 26th Company, Marine barracks, San Diego.

Capt. J. N. Wright, from Marine barracks, San Diego, to Marine barracks, Mare Island.

Capt. J. A. Russell and First Lieut. A. A. Vandegrift have been commissioned.

Second Lieut. J. D. Smyser, retired, died at Florence, S. C., January 12, 1915.

Naval Movements.

The Tennessee arrived at Alexandria March 26 and the Cyclops at Guantanamo March 26.

The Montana sailed from Guantanamo bay March 26 for Guantanamo, the Lamson from Charleston March 26 for Key West and the Olympia from Guantanamo March 26 for Key West.

The Searchlight

Laws of the Ancients.

The oldest code of laws in the world has lately been added to the Babylonian collection of Yale University as a result of archeological research. It includes 287 sections of the laws of Hammurabi enacted during the reign of Hammurabi.

Hammurabi was a contemporary of Abraham, and reigned from the year 2350 to the year 2242 B.C., according to well authenticated records. The newly discovered laws are engraved upon a block of diorite rock about seven feet in length. Bible students will be interested to know that this old code contains many of the thoughts incorporated in the Mosaic law, as revealed in the book of Exodus, especially in the twentieth and twenty-first chapters, although, according to archeological proofs, it must have preceded Moses by more than two centuries.

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Plea for Shade Trees.

From the Montreal Star.

Shade trees are rapidly dying out in many of our streets; this is frankly admitted by civic officials. For years past spasmodic efforts have been made for better care of the trees generally, but little of a practical nature has been achieved. One cause for this is the meager amount annually voted for tree culture, care and planting. This city spends less on such work than any other of its size on the continent. In many of the big United States cities the cost of keeping streets attractive, by the planting of shade trees, is demonstrated by their appointing special commissions who have surveyed the condition of the trees and the results thus obtained have been most satisfactory.

Absent-Minded.

From the Boston Transcript.

Miss Elder—Poor Mr. Duhb is so absent-minded. He brought me a box of candy on his way up to call last evening, and he—

Her friend—He left it in the street car, I suppose.

Miss Elder—No, he ate it.

Apperson

Honest Cars

Apperson Cars have been honest, mechanically, for twenty-two years, and they are going to remain that way as long as the name Apperson appears on an automobile.

Three sixes and a four—sixes at \$1,495, \$1,585 and \$2,200; four at \$1,350.

Leaders of the four great classes. See these cars without delay.

PROBEY-ARRISON MOTOR CO.

1230 Wis. Ave.

Tel. West 606.

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URGES WAGE-EARNERS TO "KEEP ACCOUNTS"

Should Apply Business Methods to Themselves, Declares Scott Nearing.

Sociologist Contends That American Workingmen Ought to Consider Depreciation.

If wage-earners kept accounts of their services they would find that they are not receiving a return such as is expected on the investment for mere mechanical working, according to Scott Nearing of the University of Pennsylvania, writing exclusively for the Survey press service.

He argues that a wage-earner has a right to apply business methods to his case and to look for return on the investment, a certain just sum as insurance equivalent to that charged up by the manufacturer for depreciation of machinery, with an added percentage for continued support of the workman when the human machine wears out, and an upkeep to support himself and family.

Mr. Nearing boils down the statistics of manufacturing centers and the observations of the living conditions of the average workingman receives barely sufficient for upkeep, and nothing for education, and the man must depend on investment, such as the business man expects from his machinery, at which others of the community are entitled to a return. The purpose is to investigate the facts of living and working conditions and suggest methods of social advance. The article, in part, follows:

Useful Information Available.

"The American workingman who is struggling to support a family on a wage ranging from \$2.50 to \$3 a day might glean a great deal of useful information by comparing his method of accounting with that of any well managed modern business.

"Let us test the sufficiency of the wage paid to the 'average' wage-earner, if workers' earnings and expenditures are analyzed in terms of up-to-date business practice.

"Take for a moment to think of the worker as a human being, and look upon him as a part of the mechanism which produces a livelihood for mankind. Whether the worker is compared to an individual machine, like a loom, delivery wagon, office desk, or any other individual plant, like a cotton mill, retail store, steel plant, the economic significance of the matter is the same. Such industrial units represent an investment of capital on which the business man expects a return.

The Human Investment.

"The worker, like the industrial unit, represents an investment. The expense to home, school and city was involved in his bringing up must all be charged in as a part of the cost or investment necessary to put the worker into condition to do his share in the world of industry.

"The industrial manager, after having written down his investment, next decides how much he must allow for depreciation. His machines wear out. The worker may with justice charge depreciation against his services, too, has a limited term of usefulness. He, too, must look forward to a day when he can no longer be employed in industry. Business should provide for the depreciation of its human units in the same way that it provides for the depreciation of its mechanical units.

"Insurance is a legitimate charge for the human as well as the other parts of the business investment. But there is a difference. The machine, used up, is tossed onto the scrap heap. The man, used up, may live for a dozen or a score of years, during which he requires support. Therefore, the sum charged off for depreciation and insurance in the case of the worker must be sufficient to cover not only ordinary wear and tear—sickness and accident, but, in addition, they must provide a fund for support after the period of active work is over.

"There is, beside these charges for investment, depreciation and insurance, the charge for upkeep. Unless a unit of capital can be kept in good working order, it is useless, because it can take no further part in the productive process. The upkeep charge is a first charge, because the very existence of business depends upon it.

"The upkeep charge for human beings is likewise of primary importance. It must cover family, as well as individual, upkeep.

Wages and Living Costs.

"A number of investigators have tried recently to make a scientific analysis of the cost of maintaining in physical health a family unit of a man, wife and three children under fourteen. For New York the cost was set at \$900; for Pittsburgh, \$1,000; for Buffalo, \$850; for Chicago, \$800, and for Fall River, \$750. Apparently, therefore, it requires from \$250 to \$3 per working day (\$750 to \$1,000 a year) to provide physical health for a family of five. The comparison of this standard with the wages actually paid by the leading American industries in the northern and eastern sections of the United States shows that a large proportion—perhaps two-thirds, perhaps three-quarters—of the adult males who are gainfully occupied in industry receive less than enough to support a family of five decently.

"The prevalence of wage rates below \$1,000 and the general impossibility of providing for more than bare family upkeep charges on amounts of less than \$1,000, prove beyond question the economic inadequacy of vast numbers of wage rates.

"Each growth of intelligence among the workers brings one step nearer the day when they will place their budgets

on a scientific basis. Each advance step presses toward a standard of return for labor at least as stable and soundly based as that now secured on capital."

CULPEPER.

Special Correspondence of The Star.

CULPEPER, Va., March 27.—Raleigh T. Green, owner of the Culpeper Express and active in the Wilson campaign in this part of Virginia, has recently received an appointment with the new federal trade commission. Mr. Green resigned his office of deputy clerk of the court, which he has held for the past year, before going to Washington to enter upon his new duties.

Miss Mattie Brown died Monday at the home of her sister, Mrs. P. Smith. She had been ill many months. The funeral was held from the Baptist Church, the pastor officiating. Interment in Fairview cemetery.

Representative Harry Smith, who attended the state convention of the Virginia Anti-Saloon League in Norfolk as local delegate following the legislative adjournment, returned to Culpeper this week.

Dr. Maples, a member of the faculty of the University of Virginia, lectured before the Mothers' Union of the Culpeper High School Monday evening. Dr. Maples' address was along general lines of education, the health of public school pupils and briefly sketching the sanitary conditions which make for health.

There were interesting farmers' meetings held at the old Oak Shade Church, near Rixeyville, Monday, at Lignum (in lower Culpeper), Tuesday, at Rixeyville, Wednesday, at Lignum, and at Rixeyville, Thursday, at Lignum. The meetings were held in all parts of the county. Lectures on the special federal campaign to fight hog cholera were made by Dr. Hays. Prof. J. R. Hutcheson delivered addresses on animal industry and the world's food supply at the home orchard and home garden.

"Uncle" Elijah Jones, colored, who is believed to have been 117 years old, died recently at his home in Rappahannock. He was a slave in the Ambler family of Virginia, and in the inventory and appraisal of the estate of Col. Edward Ambler, as recorded in the Rappahannock clerk's office under date of August 22, 1846, this old man was appraised at \$500, and under the will of Col. Ambler was allotted to his daughter, Mrs. Edwina Ambler Willis, wife of the late Capt. A. Murat Willis. In 1904 Capt. Willis stated that he knew "Uncle" Lige to be 106 years old. The old man bore a good character and had the esteem and respect of his white neighbors. He was born on Jamestown Island.

The engagement has been announced of Miss Mattie Moore of Lewisburg, W. Va., and Nelson Pace, formerly of Culpeper, but for several years a practicing attorney in Lewisburg. The marriage will take place in early summer. Mr. Pace is a son of Mrs. W. W. Chelf and a grandson of the late Lewis P. Nelson.

Rev. William Cabell Brown, bishop coadjutor of Virginia, held services and confirmed classes at Emmanuel, at Rapidan, and All Saints', at Mitchell, last Sunday. This is Bishop Brown's second visit to this county for the purpose of administering the rites of confirmation during the last three months.

HERNDON.

Special Correspondence of The Star.

HERNDON, Va., March 27.—Mrs. Cynthia Bell, widow of George W. Bell of Herndon, died at the home of her sister, Mrs. William King, in Pittsfield, N. H., March 19. Funeral services were held in Chestnut Grove cemetery, this place, Tuesday, Rev. John C. Kerr conducting the short service at the grave. Mrs. Bell was born in Canada, nearly eighty-six years ago. She and Mr. Bell were for many years residents of Herndon. She is survived by two sisters, Mrs. Mitchell of Chicago and Mrs. King of Pittsfield—and one brother, also a grandson, who resides in Concord, N. H.

Roger, the eighteen-month-old son of Mr. and Mrs. David Mahoney died Monday after a short illness of pneumonia. Rev. B. W. N. Simms conducted the funeral service.

The Methodist Episcopal Church South has purchased the lot on the south side of Fred Albright residence, also a lot from Mrs. Carson Hyatt, to the north of her residence, on which will be erected at an early date the church building. Rev. W. E. Woolf, the pastor, is attending the 121st session of the Baltimore conference. His pulpit will be occupied tomorrow by Rev. William C. Boswell of Roanoke, Va.

F. W. Bohrer has exchanged his residence and land on Park street for the farm of Melow Roach, near Dranesville. The first base ball game of the season took place here Wednesday afternoon between the local high school and the Ashburn High School teams, resulting in a victory for Herndon, the score being 10 to 4.

The School League held an interesting meeting Friday afternoon, those taking part in the program being William S. And, Roland Wheeler, Ernest Gibson, Harold F. Hanes, Leonard White, Evelyn Kephart, Misses Ella Carter, Hodgdon and Ruth Richards. A debate, "Resolved, That the Country Child is Better Fitted for Life Than the City Child," was given, Harold Hanes and Estelle Mohler for the affirmative, John Ankers and Martha Taylor for the negative.

Samuel Wrenn suffered an attack of paralysis Tuesday, his condition being slightly improved now.

Rev. A. G. Griman of Falls Church conducted Lenten services at St. Timothy's Wednesday afternoon.

The engagement of Miss Matilda Middleton, daughter of Mr. and Mrs. Howard Middleton, and Joseph Starr of Pennsylvania has been announced. The wedding will take place April 2.

The last meeting of the Herndon Seminary Music Club was held with Miss Nettie Lee from the Seminary oratory (mostly from Handel), was rendered by Misses Castleman, Bradshaw, Lee, Thompson, Herritt, Fort, McMillin and Mrs. E. Barbour Hutchison, and Messrs. Harry Starr and Albert Sumner.

The Presbyterian churches of Aldie and Floris have called to their pastorate Rev. J. F. Arrowood of Candia, N. C.

\$1,285

F. O. B. Lansing, Mich.

Oldsmobile

Model 42
"Light Four"

Overhead Valve Type

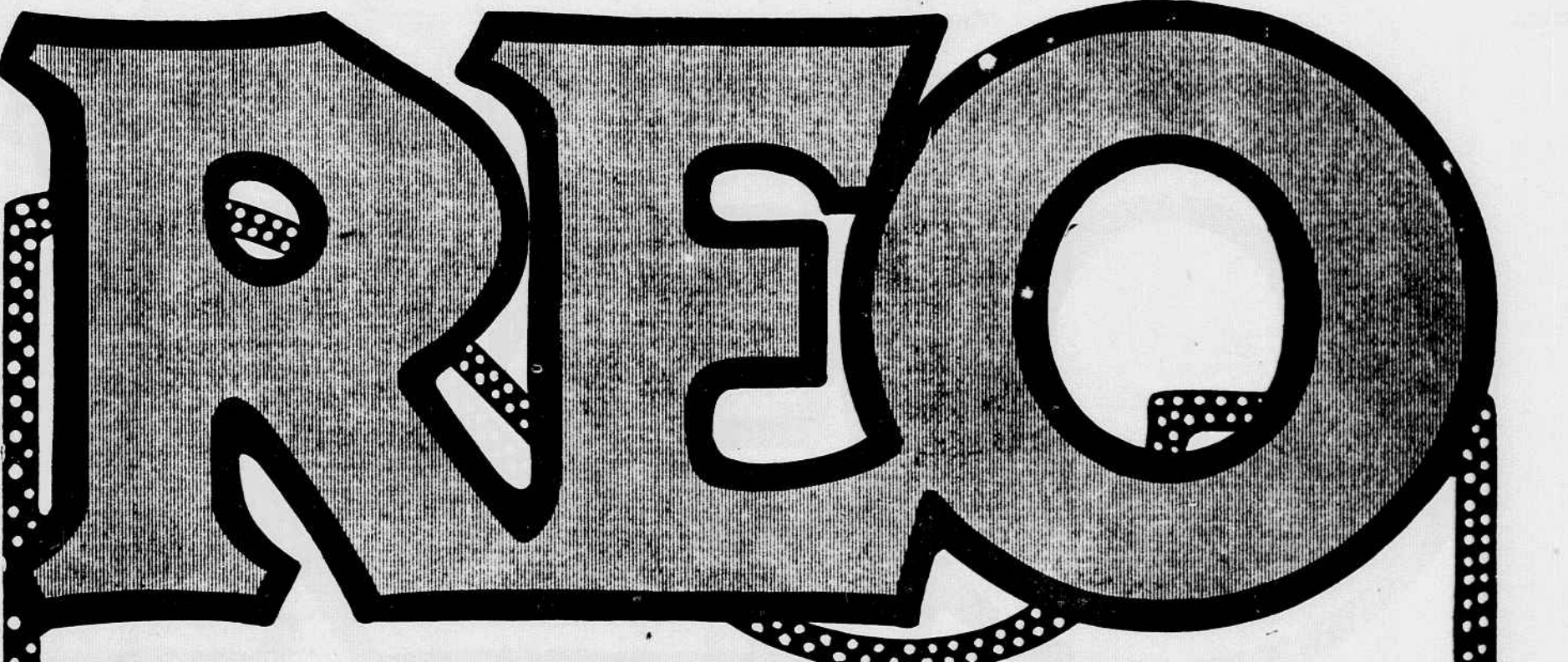
THE first question every one will ask about the new four-cylinder Oldsmobile is: What kind of a motor is in that car? If you do not ask it we would want to tell you, for we believe that this overhead valve motor (all valves inclosed, with specially designed Oldsmobile silencer) is the most efficient, smoothest running motor of the overhead type on the American market.

The Light Four is rated at 30 h. p. This may not sound very great, but the performance of the car proves the fact that this is more than sufficient. A point to consider when comparing relative power of different types of motors is the fact that a four-cylinder motor of the overhead type will deliver 7 per cent to 10 per cent more power than either the L-head or T-head type of equal piston displacement. This is not a secret and is known to every engineer. Horsepower is the most misused term in automobile construction.

POLLOCK CAR CORPORATION,
Tel. Main 7837 DISTRIBUTORS 1018 Conn. Ave.

SERVICE

We make a monthly inspection, free of charge, of all cars in accordance with our guarantee.



And Still the Demand For Reos Increases!

"WE'VE SEEN SOME BIG DAYS at Lansing, but never days like these," writes Sales Manager Rueschaw of the Reo Company.

"WE'VE KNOWN WHAT IT WAS to enjoy a demand twice the possible supply—but today it is more than four times our capacity."

FROM THE DAY THE FIRST REO was built it has never been possible to make enough cars to supply all who wanted Reos. So, over-demand is no novelty to us. But this March deluge of orders breaks all records.

JUST CONSIDER: Here it is a month earlier than the beginning of what we've always considered the "rush season" and we are doing a business that shatters all previous records of any year, any month.

LAST MAY WE THOUGHT we had seen high tide in Reo demand—but March is beating that record month by more than one hundred per cent—and would beat it by four hundred per cent if we could make the cars fast enough.

"IT'S AWFULLY HARD to have to turn down business," continues the Sales Manager, "but you know our policy. We'd rather do that than force the production and take a chance of one Reo leaving here that would not sell another."

"WE'RE DOING OUR LEVEL BEST to supply the cars. Material is piled so high around the workmen it looks as if they could hardly work. We've turned the big warehouse into an auxiliary assembling plant and making just as many Reos as we can make and make them good.

"SO ONLY THING I CAN SUGGEST is that each dealer allot his quota to those who realize the situation and order at once—and while we're sorry, the tardy ones will have to wait or accept a 'substitute.'

"WE'D RATHER DISAPPOINT a buyer than give him a car that wasn't 100 per cent Reo quality."

WE'VE QUOTED JUST A FEW LINES from a letter just sent to Reo dealers in reply to hundreds of requests for additional cars to their original allotments.

LETTER WASN'T INTENDED for publication of course. But it tells so clearly between the lines of the Reo policy we thought it

would make about the best ad we could publish just as this moment.

CONFIDENTIALLY—OR OPENLY if you like, it is that Reo policy of care rather than speed, that is responsible for that tremendous Reo demand today.

REO HAS NEVER BEEN STAMPEDED by big demand. Over-demand is the normal condition there. Jealous of the Reo reputation, and never for a moment losing sight of the fact that every individual Reo car carries that reputation with it to make or to mar, the Reo Company has always made less than the demand so as to make them better.

WHEN YOU CONSIDER that the Reo plants today cover twenty-five acres; that in sanitary arrangements, lighting and equipment they are looked upon as the Model Automobile Factories—and yet cannot supply more than one-quarter the demand for Reo cars—you may get some idea of the tremendous popularity of this product.

THERE ARE MORE THAN 70,000 REOS on the roads today. More than 43,000 of them one model—the wonderful Reo Fifth.

EVERY ONE OF THOSE REOS is doing its part to create that tremendous over-demand. Every Reo owner is a delighted owner—not merely a satisfied one. Every Reo owner is enthusiastic not only about the performance and the consistency of his car but over the extremely low upkeep.

THAT IS THE REASON for the tremendous demand for Reos. That it is which gives Reo the unique position it occupies among motor cars and that is why if you'll talk with friends who own cars of various makes, you'll decide on Reo for yours.

BUT MAIN POINT NOW IS—don't delay. Your local dealer's allotment is limited—and he may not hope for one additional car. He has his delivery dates and factory is running to schedule. So he can tell you just when to expect your Reo if he gets the order now. Later—impossible.

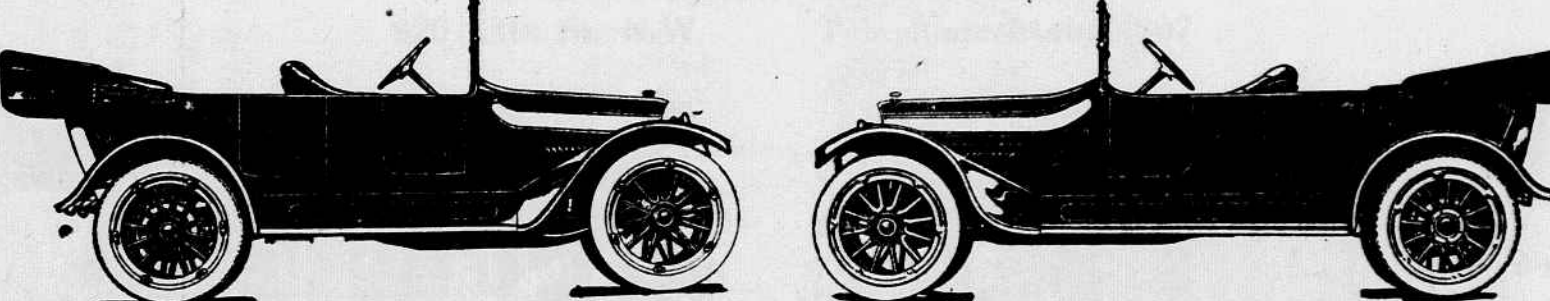
BETTER SEE HIM TODAY. You can get other cars, almost any make, any time. But to get a Reo you must be ahead of others in ordering. There never are—never have been, looks like never will be—enough Reos to go round.

ORDER YOURS—and be sure.

SMITH-TREW MOTOR CO.,

829 14th St. N.W.

Telephone Main 4507



Reo the Fifth \$1050 f.o.b. Lansing, Mich.

"The Incomparable Four"

The New Reo Six \$1385 f.o.b. Lansing, Mich.

"The Six of Sixty Superiorities"